

To-day's
Advertisements.ZETLAND LODGE.
No. 525, E.C.

A REGULAR MEETING of the above LODGE will be held at the FREEMASONS' HALL, Zetland Street, TO-NIGHT, the 2nd instant, at 8.30 for 9 p.m., precisely. Visiting Brethren are cordially invited to attend. Hongkong, 2nd October, 1899. [12334]

JUBILEE LODGE
OF INSTRUCTION.

THE REGULAR MEETING of the above Lodge of Instruction will be held in FREEMASONS' HALL, Zetland Street, on WEDNESDAY, the 4th instant, at 8 for 8.30 p.m. Visiting Brethren M.M. are cordially invited.

A paper will be read by the Secretary, on "Ancient Craft Masonry." Hongkong, 2nd October, 1899. [12364]

HONGKONG AND MANILA REGULAR LINE OF STEAMERS.

FOR MANILA.

THE Steamship.
"LEGASPI."
Captain A. Yribar, will be despatched as above TO-MORROW, the 3rd instant, at Noon. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The Vessel is fitted throughout with Electric Light.

For Freight and Passage, apply to LIZARRAGA HERMANUS, Agents.

No. 6, Beaconsfield Arcade, Hongkong, 2nd October, 1899. [12504]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI AND KOBE.

THE Company's Steamship
"TSINAN."
Captain Anderson, will be despatched as above TO-MORROW, the 3rd instant.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 2nd October, 1899. [12504]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.

THE Company's Steamship
"THALES."
Captain Hall, will be despatched for the above Port, on WEDNESDAY, the 4th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAIR & Co., General Managers.

Hongkong, 2nd October, 1899. [12514]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship
"TAIWAN."
Captain Nelson, will be despatched as above ON WEDNESDAY, the 4th instant.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. M.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN and AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 2nd October, 1899. [12474]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship
"SARIFEDON."
Captain Grier, will be despatched as above on THURSDAY, the 5th instant.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 2nd October, 1899. [12484]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship
"SARIFEDON."
Captain Grier, will be despatched as above on THURSDAY, the 5th instant.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 2nd October, 1899. [12484]

THE OSAKA SHOSSEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship
"TAMSUI MARU."
Captain S. Nagata, will be despatched for the above ports, SUNDAY the 8th instant, at Daylight.

For Freight or Passage, apply to MITSUI BUSSAN KAISHA, Agents.

Hongkong, 2nd October, 1899. [12434]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.
STEAMSHIP "MONMOUTHSHIRE," FROM PORTLAND, OR, YOKOHAMA, KOBE AND MANILA.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LIMITED, Agents.

Hongkong, 2nd October, 1899. [12434]

To-day's
Advertisements.

NOTICE.

WE have ADMITTED Mr. EDWARD SHELLIM a Partner in our FIRM in Hongkong from the 1st October, 1899. S. J. DAVID & Co. Hongkong, 2nd October, 1899. [12544]

NOTICE.

WE have This Day ADMITTED Mr. DAVID MEYER MOSES a Partner in our FIRM in Hongkong.

THE INTEREST AND RESPONSIBILITY of Mr. EDWARD SHELLIM in our FIRM in Hongkong and Shanghai CEASED from This Date. DAVID SASSOON, SONS & Co. Hongkong, 2nd October, 1899. [12554]

HONGKONG CLUB.

STEWARD WANTED.

APPLICATIONS in writing for the position of STEWARD to the HONGKONG CLUB will be received by the Undersecretary. By Order, C. H. GRACE, Secretary. Hongkong, 2nd October, 1899. [12524]

HONGKONG CLUB.

NOTICE.

MR. I. D. M. CAMERON has Resigned the position of STEWARD and is no longer in the Service of the Club. By Order, C. H. GRACE, Secretary. Hongkong, 2nd October, 1899. [12534]

JAPANESE CURIOS.

JUST RECEIVED.

FRESH STOCK OF NEW STYLISH GOODS AT LOW PRICES.

Hongkong, Canton, and Japan Views.

D. NOMA, No. 12, Queen's Road Central, Opposite the City Hall. Hongkong, 2nd October, 1899. [12584]

Entertainment.

A. S. WATSON & Co., LIMITED.

ESTABLISHED A.D. 1841.

IMPORTERS OF HIGH-CLASS BRANDIES.

A. Hennessy's Old Pale, Red Capsule - - - - - \$18

B. Superior Very Old Cognac Red Capsule - - - - - \$21

C. Very Old Liqueur Cognac V.O.—D. Hennessy's Finest Very Old Liqueur Cognac, 1872 Vintage, Red Capsule - - - - - \$36

V.V.O.—E. Finest Very Old Liqueur Cognac, 1862 Vintage - - - - - \$48

All our Brandy is guaranteed to be PURE COGNAC, the difference in price being merely a question of age and vintage.

Smaller quantities and sample bottles will be supplied at proportionate wholesale rates.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & Co., Limited. QUEEN'S ROAD CENTRAL.

BIRTH.

At No. 2, Gough Hill, the Peak, on Sunday, the 1st October, Mrs. C. A. TOMES, of a son.

The Hongkong Telegraph

HONGKONG, MONDAY, OCTOBER 2, 1899.

NOTES AND COMMENTS.

A NEW WEAPON.

According to an article published in the San Francisco Call, which we reproduce in another column, the American authorities have come to the conclusion that they will have to starve the Filipinos into the submission. In fact, a scrutiny of the Manila papers of the last month or so will serve to show that this method has already been adopted, for they contain accounts of the interior of supplies prevailing in the interior and the great scarcity of food. Of course, these accounts are mere hearsay, but the representatives of the papers have not been there to see. It also appears that they are not correct, for the two Englishmen who have been lately sent into Manila by AGUIALDO draw a very different picture of the state of affairs prevailing in the Province to that put forward by the Manila Press. The Manila

correspondent of our morning contemporary, referring to the reports of these two men says, "They report the northern provinces to be literally rolling in excess of produce, as the closing of ports has kept all the food stuffs in the country." Now these two men can have no reason for not speaking the truth. Doubtless it would have been more acceptable to the Americans to hear that the Filipinos were reduced to the last stage of starvation, but they say nothing of the kind and draw a very flowery picture of the state of the country. This being the case it is reasonable to suppose that the Americans have a much bigger job on hand than they imagined, for if their starvation scheme comes to nothing it will mean that they will have to contend every inch of the ground and in that case it is exceedingly unlikely that the Filipinos will be beaten before the next meeting of Congress, as President McKinley appears to fondly hope will be the case. It is evident that the blockade has been ineffective and that the Filipinos have received a large amount of arms and will therefore be in a much stronger position to meet the United States troops than before the rainy season commenced.

PECULIAR REASONING.

The Call is also very wrath with the Filipinos because they elected Mayors who were in favour of AGUIALDO, and think that this only serves to show that they are insensible to any high appreciation of the purpose for which they are permitted to vote at all. We have always understood that a man was allowed to vote as he pleased and that he was not obliged to vote for the Government in return for the great honour of being allowed to vote at all. But to the Call this idea appears to be nonsensical; if a man is given a vote he must follow in the footsteps of the man who has given it to him and must not use his own judgement. When these Mayors were elected there was a great flourish of trumpets made in the United States and it was predicted that once the Filipinos saw how their wishes were being consulted that they would be at an end. The result has proved to be otherwise, however, and has simply served to show how thoroughly devoted to the cause of AGUIALDO are one and all of the Filipinos. The Call itself takes care to show that the Mayors had nothing to fear from the Filipino President, and yet they preferred to stick to their colours and risk a bullet at the hands of Americans. The whole affair has been a gigantic mistake from beginning to end and the extermination of half the population, which the Call appears to think will be the only way out of the difficulty, will be the biggest mistake of all. It will only serve to make the task of the Americans harder than it is at present and will mean a tremendous expenditure of treasure and life upon their part. Let matters be placed in their true light before the people of the United States and not coloured by persons who are desirous to keep the war alive for their own gain. The fact that Aginaldo has been cheered in the United States is significant, and where the true facts of the situation only clearly known we fancy that the expansionist party would receive a severe check.

REUTER'S TELEGRAMS.

THE CHINA ASSOCIATION AND SIR CLAUDE MACDONALD. LONDON, September 29th.

At a dinner given by the China Association to Sir Claude Macdonald. Sir Claude said that he viewed British prospects in China hopefully, and that Great Britain now more than held her own in that country.

THE TRANSVAAL CRISIS.

The reply of the Transvaal to Mr. Chamberlain's last despatch says that the Government will strictly adhere to the convention of 1884 and asks for nothing further. It does not allude to British suzerainty.

Seventy transports have been provisionally engaged. New Zealand will send a force of 200 men to South Africa.

Arrangements have been completed at Pretoria to defend the borders, the Burghers are congregated in the towns and are anxious to advance but the authorities are determined to restrain them to avoid a collision.

WEATHER REPORT.

The Observatory report says:—On the 1st at 11.55 a.m. the barometer has risen on the China coast, particularly in the North. The high pressure area still lies over China, and pressure remains in defect over the Pacific to the E. of Luzon. Gradients moderate to rather steep, with very strong monsoon on the coast and in the N. part of the China Sea. FORECAST:—Moderate N. winds; fine.

On the 2nd at 11.45 a.m. the barometer is inclined to fall on the China coast. The high pressure area still covers China, and pressure remains low in the Pacific to the N.E. of Luzon. Gradients moderate to rather steep, with very strong monsoon in the Formosa Channel and N. part of the China Sea. FORECAST:—Moderate N. winds; fine.

LOCAL AND GENERAL.

THE returns of the number of visitors to the City Hall Museum for the week ended 1st October, are:—Europeans 170, Chinese 1,483; total 1,653.

We are pleased to hear that it was not a rock which the Emerald struck, as reported the other day, but a floating derelict. The vessel is uninjured.

"GEORGE STEVENS," a private in the Royal Welch Fusiliers, was this morning sentenced to one month's imprisonment for behaving in a disorderly manner in the public street, and fourteen days for assaulting Chan Tai, a risk-sha coolie.

Mr. Tokumasa, Imperial architect of Japan, is visiting the principal steel works of the United States. Mr. Tokumasa's object is to place contracts for structural steel to be used in a new palace to be erected at Tokyo for the Crown Prince of Japan.

It is officially announced that on and after Sept. 1st the postage on prepaid letters to the Cape of Good Hope will be one penny per half-ounce. The Australian Colonies, New Zealand, and Rhodesia are now the only British possessions of importance which have not adopted the penny postage scheme.

ABOUT three o'clock on the 21st, says the Straits Times, a life sentenced prisoner named Loh Ah Fong escaped from the island where he had been sentenced to death in December, 1897, for murder, but was subsequently recaptured, and sent to the island with a number of other prisoners.

DYSENTERY in Japan appears to have claimed already nearly 12,000 victims this year. The official investigation made by the Central Sanitary Bureau shows that the total number of cases reported from the 1st January last to the 14th inst. was 59,318, with 11,788 deaths. These figures include 607 cases and 138 deaths reported from this prefecture.

The ban' clerks are agitating for another holiday. They claim that the five months between the August Bank Holiday and Boxing-day is too long for a single stretch, and desire a break in October. The movement is already taking shape, and Sir John Lubbock, the father of bank holidays, is to be introduced to introduce the scheme to the House of Commons.

THIS morning while a gentleman, was passing through Beaconsfield Arcade, a small terrier ran out from one of the shops and bit him on the calf. The gentleman, after seeing which house the dog went into, immediately consulted a doctor, had the wound attended to, and was greatly reassured by being informed that hydrophobia was unknown in Hongkong. It is much to be hoped that the future will be as free from this awful disease as the past.

YE FOO of No. 101, Hollywood Road, ground-floor, was summoned for being the owner of No. 1 and 11 Shin Hing Lane and unlawfully making default in complying with a notice served upon him by the Sanitary Board requiring him to reconstruct the said building with proper and sufficient openings for light and ventilation. Defendant stated he had sold the premises on 25th ultimo; notice was served on the 14th and did not expire till the 25th. The sale was registered in the Land office on 29th. Cases dismissed.

THE U. S. transport Ohio arrived this morning from Manila with about 300 American troops on board, comprising the Nevada Cavalry and discharged men from other regiments. The Nevada will probably be about the last of the volunteers to reach the United States as when they left Manila none were left save the Tennessee regiment, who have by this time taken their departure. The Ohio takes on the men left there by the Tatar and leaves this evening for San Francisco, calling in at Guam and Honolulu. No complaints as to overcrowding this time.

HENRY RIXON, a private in the Royal Marine Light Infantry, was fined \$5 for an assault on Wong Kwok U, a schoolmaster, on the first instant. Complainant stated that he was a master in Queen's College and yesterday had gone into the Stag Hotel for dinner. Defendant was playing at billiards and complainant stopped to look at the game. Defendant asked him what he was staring at. Complainant said his eyes were given him to see with. Defendant said "—you—Chinaman, what are you?" Complainant said he was as good as he was. Hence the assault, in which the poor Chinaman got slightly damaged and lost his spectacles.

OUR Peking native correspondent writes concerning the recent sudden dismissal of H.E. Hu Ping-chih from the Shansi Governorship, that the action was one merely of spleen on the part of the Empress Dowager. He states that the Government being unable, through incapacity and timidity, to prevent Shansi from being over-run by foreign syndicates and explorers, required some scape-goat, and so chose the Shansi Governor to be the one. It appeared that the official record of ex-Governor Hu Ping-chih was singularly free from "black marks" and it is reported that his friends in Peking intend to bring the question before the Empress Dowager and ask for him to be reinstated.—N. C. Daily Press.

NEWS is to hand that Mr. "Johnny" F. Sheridan passed Colombo on the 10th Sept. on his way to Australia, and will open his tour of the Colonies at Sydney on the 14th inst. In the near future it is probable that he will pay Hongkong and the East a visit. He has a large repertoire of all the latest musical plays. The successful drama, "When the lamps are lighted," by G. R. Sims, is amongst his stock, and is highly spoken of by the entire English press. In this Mr. Sheridan impersonates several characters of various nations with great success. We are sure those who have seen him once as Mrs. Black in "Little Christopher Columbus," (played at the London Lyric for over 500 nights) would like to see him in that role again. All who have had the pleasure of seeing Mr. Sheridan will, we are sure, wish him all the success he deserves.

SPEAKING of the relief of the Powerful by the Terrible a home paper says:—"At last some real work is to be found for the monster cruiser Terrible, which was laid down as long ago as 1895, and has almost continuously been either in the hands of the Portsmouth Dockyard men or running more or less successful trials since she was nominally completed for sea. Orders have now been given for her to proceed to the China station, where she will replace the sister cruiser Powerful, which has recently been justifying her existence. As the Powerful is to start for home almost immediately, the squadron will be temporarily weakened until the Terrible reaches Hongkong; and in view of the behaviour of the ship on the only occasions that she has been at sea, it is very uncertain how long she will take making the voyage, which, in coal alone, will cost some £2000, or more."

On the 21st at Singapore, Mr. Farrer-Baynes, on behalf of the firm of Max Glinder & Co., applied for a warrant of arrest against Edwin Schleuer, the manager of their firm, on allegations of criminal breach of trust. The warrant was granted, and cable messages were at once sent to Penang and Colombo.

THIS morning at the Magistracy Messrs. D. Sassoon & Co., as agents for R. M. Moses Esq., paid \$50 on six summonses for unlawfully failing to lime-wash their property during the months of July and August. Mr. Shelton Hooper, Secretary to the Land Investment Co., paid \$100 for a similar offence.

WE understand that there are at present three English firms now in Hongkong, making borings to ascertain the nature of the bottom of the harbour, so as to make a tender for the extension of the Naval Yard. The basin and dry Dock will extend 100 feet from low water mark and will take between five and seven years to complete.

GOOD old China has scored another point. All must have noticed the holes in a Chinese rudder and wondered what was the use of them. When questioned the only reason a Chinaman could give was "old custom" and was therefore considered an idiot. Now, in England it has been decided to build the oars for racing boats with holes in their blades as it has been proved that oars so constructed offer equal resistance to the water while greatly reducing the weight. This is important, as it must be remembered that lead has to be run into the handle to balance the oar.

THE war with Spain disposed Americans to stay at home last year like good patriots. This year, the air being clear and all the boats plying freely, they have swarmed upon London, the ingress eclipsing that of Jubilee year. From all parts of North America they have come, rejoicing in what they are pleased, in their jocund way, to call "lukewarm" weather. The term was employed by one of Oliver Wendell Holmes's "glorious Yankee girls." It is supposed that the number of American visitors to Europe is not fewer than 100,000 this year.

THIS morning at the Magistracy Chen Kwan E, living in Caine Road, appeared on a summons, for he being the owner of No. 5 Tung Tak Lane, unlawfully did make default in complying with a notice served upon him by the Sanitary Board on the 29th April, 1899, requiring him to reconstruct the said building with proper and sufficient openings for light and ventilation. Defendant appeared on similar summons of numbers 6, 7, and 8, Tung Tak Lane.

Inspector Brett gave evidence of having served the notices.

Dr. Clark, Medical Officer of Health gave evidence of the insanitary condition of the dwellings.

His Worship gave the following judgement:—The nuisance proved being such as to render the basement floors of houses Nos. 5, 6, 7, and 8 Tung Tak Lane, in my judgement, unfit for human habitation, I hereby prohibit the using of the said basement floors for such purpose until, in my judgement, they have been rendered fit for human habitation.

THE V. R. C. Football Team, following the example of the Hongkong Football Club, has arranged a six-sided contest amongst its players and has secured the excellent entry of 42. No kind gentleman has, as yet, offered to present prizes, but in the event of no one coming forward, these will be purchased out of the club funds. The following is a list of the teams and fixtures, but in the event of a date not being suitable it is left with the two captains to rearrange.

R. Duncan (Captain), D. Smillie (Captain), H. A. Seth, H. I. Logan, A. Humphreys, F. Silva Netto, G. H. Gubbins, A. Silverthorne, A. Mackie, A. W. Silva, T. Yule (Captain), R. Craig (Captain), A. S. Sutton, G. Williams, J. Bailie, W. Taylor, J. Lee, J. McCorquodale, J. Jones, H. Bevan, J. W. Kennett, R. E. Bellios, H. S. Kennett, G. Tuohy (Captain), R. Handerson (Capt.), J. Corvish, L. A. Rose, G. Quinn, L. E. Brett, F. M. Castro, C. M. Ribeiro, A. E. Alves, P. Rota, L. Ozerio, H. Mevel, A. C. Botelho.

4th Oct. Tuohy v. Duncan
6th " Smillie v. Handerson
8th " Yule v. Craig
9th " Henderson v. Craig
11th " Tuohy v. Henderson
13th " Smillie v. Craig
14th " Duncan v. Yule
16th " Tuohy v. Craig
18th " Henderson v. Duncan
20th " Duncan v. Craig
22nd " Smillie v. Yule
24th " Duncan v. Smillie
26th " Henderson v. Yule
30th " Tuohy v. Yule

The first team mentioned to wear white shirts the other coloured.

On account of his arduous duties Mr. L. E. Brett has been forced to resign the Secretaryship of the club, but Mr. R. Handerson has signified his willingness to fill the vacancy.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

EXPLANATION BY MR. F. H. MAY, TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—With regard to that I am reported to have said respecting the Insanitary Bill at the Meeting of the Sanitary Board held on the 28th inst., I find on enquiry that there is no foundation for the report which reached me to the effect that some influence was being brought to bear to block this Bill, and that the Land Investment Co. wished to build certain houses before the Bill became law. I have therefore to express my regret for the observations made by me.

Yours obediently, F. H. MAY.

Hongkong, September 31st, 1899.

TRIP TO MACAO.

PROCESSION OF N. S. DO ROSARIO.

Yesterday being the day appointed for the annual procession of our Lady of Rosario, the Hongkong, Canton and Macao Steamboat Co. put their fine paddle-wheel steamer Honam at the disposal of excursionists. She is a large boat, capable of steaming 16 knots an hour, but as there was no special cause for hurry she was driven comfortably at about 12 knots, arriving at Macao shortly after noon, having left Hongkong at nine. A very pleasant breeze was blowing; both going and on the journey back, not strong enough to cause her to roll, though some few with weak stomachs had to take refuge on the hospital side of the ship.

On arrival at Macao those who had been there before and knew their way about, immediately started to make arrangements for tiffin after the excursionists, the supply of that "necessity of life," bread running short as early as 4 p.m. Macao is not Hongkong, so the supply could not be replenished. At Hong Kong's places were found for about 40 to sit down, the others having to wait for their turn until a table became vacant. Those at the end of the line, facing badly with half cold victuals and careless attendants.

After tiffin had been disposed of, sight seeing was the order, and small parties sauntered off in different directions. Those who had brought their wheels, not many however, took a ride into the surrounding country, which is level and has good roads. I should not however advise a novice to take a bicycle with him as the streets in the city, though well paved, are narrow, hilly and remarkably full of corners, it being much simpler and easier to change a rich man's make—the coolie up the end of the line, facing badly with half cold victuals and careless attendants.

The more sensible people started making arrangements for dinner, unless they wished to have the long tedious wait that they had for tiffin; this was not so easy as, at first sight, it appears, there are only two hotels and both were equally crowded. Fortunately at the Boa Vista the bar-tender knew of a Chinese eating house where European meals could, by arrangement, be obtained and after giving a paper with instructions written in Chinese characters, told us our rickshaws would take us, the name of the shop being "Hing Sing," but the name of the street in which it was located being hard to discover. We therefore, after some difficulty, found the shop, made the necessary arrangements and went off to see the procession with contented minds.

All who have been to Macao know the market place and the church of San Domingo, from which place the procession started to make its circuit of the city. A service was held in the church, the interior being tastefully decorated with evergreen plants and lighted by candles. The altar especially looked pretty, as behind the cross standing above the altar were innumerable lighted candles reaching almost up to the roof of the building; these in the solemn dusky light of the sacred edifice seemed like stars to show the weary wanderer his path to a resting place above. After the service, the procession was formed and started from the church a little after five. Men with banners, having biblical pictures relative to Our Lord's nativity and prayers inscribed upon them, took the lead, followed shortly after by priests carrying the Holy Host with its escort, then came some pretty little girls, led by adults, dressed with wings to represent angels. These were followed by a miniature statue of the Virgin Mary, in a silver canopy carried on the shoulders of four priests. Then came the boys from St. Joseph's College, Macao, dressed in clerical garments, the elder ones singing appropriate hymns in Latin. The church body came next with His Lordship the Bishop. As he came past, the band from the Portuguese Army, in full dress, started to play and every head was bowed. The band brought up the rear.

At 7.30 we went to Hing Sing's shop rather out of the way of the procession, to have a European dinner in a Chinese eating house. We had agreed to pay \$12 a head and of course were obliged to leave the menu to our host's tender mercies. We were, however, thankful that we had done so. The place was clean and every dish was served up scrupulously so. The Honam left Macao punctually at 10 and arrived at Hongkong soon after one, and so finished an enjoyable day only slightly marred by lack of accommodation for meals. We should advise our readers, if not unwilling to dispense with formality and style, when on arrival at Macao, and feeling hungry, to take a ricksha and say the words "Hing Sing."

HONGKONG FOOTBALL CLUB.

By the six-sided teams given below, followers of the H.F.C. will notice there are several new players in the ranks this season. If they are the standard players of last year's shield winners the club should have a very successful season. The six-sided games commence this evening.

Mr. Looker (Capt.) Mr. Pinckney (Capt.)
Hinds v. M. Kew
Jenkins v. Smith
Wild v. Horley
von Stockhausen v. Cox
Vernon, R.N. v. I. Grant Smith
Mr. O. T. Kew (Capt.) Mr. Grelle, R.A. (Capt.)
Hancock v. Trellock, R.A.
H. K. Holmes v. Castle, R.A.
William v. Wilkinson, R.A.
Hance v. Jarvis, R.A.
Kennett v. Warren, R.A.
Mr. Noble (Capt.) Mr. Mayson (Capt.)
Yule v. Greene
Johnston v. Stockwell, R.W.F.
Loring, R.A. v. E. E. Deacon
Wodehouse v. W. Humphreys
Mr. Lowe (Capt.)
Danby
Morrell
W. C. Barrett
Pemberton
Hall2nd Oct. Mayson v. Lowe
3rd " Looker v. Kew
4th " Noble v. Greene
5th " Mayson v. Pinckney
6th " Pinckney v. Kew
7th " Looker v. Noble
8th " Mayson v. Kew
9th " Pinckney v. Lowe
10th " Looker v. Kew
11th " Noble v. Mayson
12th " Greene v. Pinckney
13th " Lowe v. Kew
14th " Looker v. Mayson
15th " Noble v. Pinckney
16th " Looker v. Greene
17th " Looker v. Lowe
18th " Noble v. Pinckney
19th " Looker v. Lowe
20th " Noble v. Lowe
21st " Pinckney v. Mayson

Announcements.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HIROSHIMA MARU S. Yoshizawa.	BOMBAY, VIA SINGAPORE and COLOMBO.	TO-MORROW, 3rd October, at Noon.
SADO MARU W. Thompson.	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID.	FRIDAY, 6th October, at Noon.
SANUKI MARU W. Townsend.	Kobe and YOKOHAMA.	THURSDAY, 12th October, at Noon.
*KINSHU MARU W. Brady.	VICTORIA, B.C. and SEATTLE, U.S.A. VIA Kobe & YOKOHAMA.	THURSDAY, 19th October, at 4 P.M.
TAMBA MARU J. W. Wale.	MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.	FRIDAY, 21st October, at Noon.
KASUGA MARU E. W. Haswell.	NAGASAKI, KObE and YOKO- HAMA.	FRIDAY, 21st October, at 4 P.M.
HAKUAI MARU W. Nishimura.	VLADIVOSTOK, VIA SWATOW, AMOI, SHANGHAI, WELFARE, CHUNGKING, HANKOW & NAGASAKI.	THURSDAY, 26th October, at Noon.
YAWATA MARU A. E. Moses.	MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	FRIDAY, 27th October, at 4 P.M.

* Through Passengers' Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA.

Hongkong, 2nd October, 1899.

"CLAYMORE."

FINE OLD SCOTCH WHISKY.

SOLE AGENTS:

THE VICTORIA DISPENSARY,
HONGKONG.PHOTOGRAPHIC
PLATES, PAPERS, FILMS, CHEMICALS, KODAKS, CAMERAS;
&c., &c., &c.

ACHEE & CO.,

FURNITURE STORE, 17, QUEEN'S ROAD, HONGKONG.

TO PREVENT CONSUMPTION.

Only one way is known. Increase vitality by making the system assimilate the right nourishment. This enriches the blood, assists in making healthy flesh, restores body-heat and vigorous action of the vital organs, and prevents the germs from taking root in the lungs.

Scott's Emulsion

is the most successful means for building up a weakened system. It is easily assimilated, and often cures advanced stages of this dread disease. Prepared by SCOTT & BOWNE, Limited, London. Sold by all Chemists.

Sole Agents for Hongkong and the Empire of China—WATKINS & CO., Hongkong.

HONGKONG CLUB.

WORTH A GUINEA A BOX.

NOTICE.

AN EXTRAORDINARY GENERAL MEETING of the Members of the Club will be held at the CLUB HOUSE, TO-MORROW, the 3rd October, 1899, at 5 P.M., for the purpose set forth in the Notice posted in the Hall of the Club.

By Order.

C. H. GRACE,

Secretary.

Hongkong, 25th September, 1899. [12274]

NOTICE.

THE GREAT EASTERN AND CALEDONIAN GOLD MINING CO., LIMITED.

SHAREHOLDERS in the above Company are requested to attend a PRIVATE MEETING to be held on WEDNESDAY, the 4th October, at 11.30 A.M. at the Office of the Company, 6, Praya Central.

LUTGENS, EINSTMAN & CO., General Agents.

Hongkong, 28th September, 1899. [12382]

CHINESE IMPERIAL GOVERNMENT

7 PER CENT SILVER LOAN

OF 1896, E.

26TH HALF-YEARLY DRAWING.

INTEREST due and DRAWN BONDS of this LOAN will be PAYABLE at the OFFICES of the CORPORATION on and after the 30th September, 1899.

Lists of Drawn Bonds can be obtained on application to the Undersigned.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.

Agents issuing the Loan.

T. JACKSON, Chief Manager.

Hongkong, 29th September, 1899. [12422]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

SHAREHOLDERS are hereby informed that a GENERAL MEETING held in LONDON recently as INTERIM DIVIDEND of 3% was declared on the Company's Preference Shares for the Six Months ending 30th June, this being at the Rate 6% per Annum.

The DIVIDEND WARRANTS will be ready on the 2nd October. The TRANSFER BOOKS of the Company will be CLOSED from the 28th current to 1st proximo (inclusive).

HOLLIDAY, WISE & Co., Agents.

Hongkong, 11th September, 1899. [11622]

THE POPULAR DINING ROOMS.

18, PRAYA CENTRAL,
(Near Hongkong Hotel).

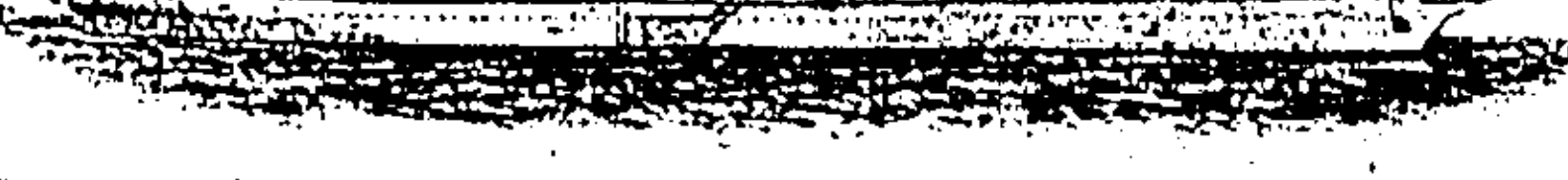
WILL OPEN shortly. Good Home Cook-
ing and Meals at all hours.

Hongkong, 23rd September, 1899. [12121]

Mails.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

1899.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA

AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KObE, YOKOHAMA & VICTORIA, ETC.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF CHINA... Comdr. R. Archibald, R.N.R. WEDNESDAY, 25th Oct., 1899.

EMPEROR OF INDIA... Comdr. D. P. Marshall, R.N.R. WEDNESDAY, 22nd Nov., 1899.

EMPEROR OF JAPAN... Comdr. G. D. Bowles, R.N.R. WEDNESDAY, 21st Dec., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, *Palmer Street.* [3]

Hongkong, 27th September, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 19th Oct., at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 14th Nov., at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 6th Dec., at Noon.

THE Steamship

"NIPPON MARU."

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KObE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 19th October, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and SOUTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

*Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked as desired in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 8th September, 1899. [1310]

SAILING VESSELS.

FOR PHILADELPHIA AND NEW YORK.

THE 3/3 A.L. American Ship

"ST. MARK."

Dudley, Master, shortly expected from MANILA with load here for the above Ports and will have quick despatch.

For Freight, apply to

ARNHOLD, KARBURG & CO.,

Hongkong, 20th September, 1899. [11981]

FOR NEW YORK.

"CHALLENGER."

Gould, Master, is now ready to load here for the above port, and will have quick despatch.

For Freight, apply to

ARNHOLD, KARBURG & CO.,

Hongkong, 19th September, 1899. [12742]

CARBOLINEUM VARNISH.

Used for over 20 years.

With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China,

LUTGENS, EINSTMAN & Co.

Hongkong, 11th September, 1899. [11969]

Mails.

NORDEUTSCHER
LLOYD.

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, the BLACK SEA AND BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

HAMBURG-AMERIKA
LINE.

(East Asiatic Service.)

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
*SAVOIA	HAVRE and HAMBURG.	12th October. Freight and
*HEIDELBERG	(LONDON with transshipment in HAMBURG)	About 5th October. Freight and
Schneider	HAVRE and HAMBURG.	November. Passage.
ANDALUSIA	(LONDON with transshipment in HAMBURG)	About 15th November. Freight.
Schönfeld	HAVRE and HAMBURG.	About 20th November. Freight and
*SIBERIA	(LONDON with transshipment in HAMBURG)	About 20th November. Passage.
Hildebrandt	HAVRE and HAMBURG.	About 30th November. Freight.
BAMBERG	(LONDON with transshipment in HAMBURG)	About 30th November. Freight.
Mayer	(LONDON with transshipment in HAMBURG)	About 30th November. Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co., Agents.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) To-morrow, 3rd Oct., at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Friday, 27th October, at Noon.

City of Tokyo (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 21st Nov., at Noon.

THE U.S. Mail Steamship

"CHINA."

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KObE, INLAND SEA, YOKOHAMA & HONOLULU, TO-MORROW, the 3rd October, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

*Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 16th September, 1899. [12382]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR

SINGAPORE, COLOMBO, ADEN, SUEZ,

PORT SAID, NAPLES, GENOA,

ANTWERP, BREMEN and HAMBURG,

PORTS in the LEVANT,

BLACK SEA and BALTIC PORTS.

ALSO

LONDON, NEW YORK, BOSTON,

BALTIMORE, NEW ORLEANS,

GALVESTON, and SOUTH AMERICAN

PORTS.

THE COMPANY'S STEAMERS WILL CALL AT

SOUTHAMPTON

TO LAND PASSENGERS AND LUGGAGE.

Non-Cargo can be taken ON THROUGH

BILLS OF LADING FOR THE PRINCIPAL

PLACES in RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Sachsen Wednesday 11th Oct.

Bayern Wednesday 18th Nov.

König Albert Wednesday 13th Dec.

Prinz Heinrich Wednesday 27th Dec.

Preussen Wednesday 10th Jan.

Karlruhe Wednesday 24th Jan.

Sachsen Wednesday 7th Feb.

Hamburg Wednesday 21st Feb.

Bayern Wednesday 7th Mar.

ON WEDNESDAY, the 11th day of Oct., 1899, at 9 A.M., the Company's Steamship "SACHSEN," Captain F. Meutz, with

MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 9th October. Cargo and Specie

will be received on board until 5 P.M. on the day previous to sailing. Parcel packages

will be received at the Office until the same time. All parcels should be marked to address

in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, China and Japan.

Hongkong, 22nd September, 1899. [12382]

HONGKONG AND SHANGHAI BANKING CORPORATION.

Agents issuing the Loan.

T. JACKSON, Chief Manager.

Hongkong, 29th September, 1899. [12422]

NEWS FROM JAPAN.

The following are culled from Japanese exchanges:

Tokyo Harbour.

About twenty-five years have elapsed since the talk of constructing a harbour for Tokyo began to be seriously listened to. A foreign resident of Tsukiji was then the chief promoter of the scheme, and his project was understood to be feasible. But it appears that such a work would have been premature at that time. Since then the subject has crept up from time to time in a nebulous unpractical manner, and the public have learned to class it as part of the programme of "Dreamland Tokyo." Recently, however, there seemed to be some possibility of an earnest effort. Two prominent citizens of Tokyo proposed to undertake works of reclamation which would have provided a good anchorage in the vicinity of Shinagawa. It is understood that both these schemes were rejected by the Municipality. We now learn that Mr. Furuchi, Chief Engineer of the Department of Home Affairs, is engaged upon a project which he expects to have finished in three or four months. His work at present is confined to the general outlines of the scheme, and doubtless the detailed plan will require a tolerably long interval for elaboration. Nothing is said about the cost of this new project or about its exact nature, but there is some satisfaction to be derived from the fact that the matter has been placed in the hands of a man so competent and energetic as Mr. Furuchi.

Foreigners and Mining Enterprise in Japan.

Not certainly in the columns of *Shogyo Shimpu*, usually an eminently liberal journal, should we have looked for a protest against the rumoured amendment of the Mining Law in the sense of removing the restrictions upon foreign enterprise. The *Shogyo* grants that Japanese capital is quite unequal to the task of exploiting the mineral resources of the country; that foreign capital would readily be forthcoming for the purpose, and that many mines now abandoned and others unopened would become productive in foreign hands. Yet it shrinks from the prospect of the profits made by the country would ultimately pass into the hands of foreigners; that the profits made by working them would go abroad, and that nothing would remain to Japan except the wages of the workmen. Perhaps the *Shogyo* has not considered that the question lies between wealth absolutely unutilized and wealth turned to profitable purposes. Perhaps, also, it has not considered that the gains realized in mining are seldom more than a moderate per centage of the capital sunk; that only those gains would leave the country; that the minerals being sold outside Japan, the profits accruing on them would not come out of Japan; that the price paid for the privilege of working the mines would be so much clear gain to Japan, and that if the exceedingly timid policy is to be pursued of excluding the foreigner merely because he has more capital to invest than the Japanese, and because he knows better how to get a good return on it, Japan ought to turn her back at once on all progressive measures.

The "America Maru."

The *Jiji Shimpu* seems determined to create a sensation about the *America Maru* incident. It set its cartoonist to work yesterday, and he produced a species of dissolving scene. In one picture we have the captain diagnosing the ship's condition before she sailed. She is represented as carrying in her frame-work an ogre whose head, from the sides of his legs and arms protruding from the sides of the vessel. The captain, with an enormous nose and a very self-sufficient face, stands at the prow, watch in hand, feeling the ogre's pulse and looking, at his tongue, which, as it protrudes is accompanied by a thin column of smoke. At the stern stands a Japanese passenger unwilling to embark. The second ogre depicts the vessel on her return to port. The ogre is belching flames, the crew are taking to the rigging, the captain's nose has lost its pride of extension and is curled in terrified horror, and the Japanese passenger has his tongue in his cheek. Our contemporary considers that the occurrence may reflect very seriously on the competence of the Japanese to manage sea-going steamers, and possibly for that reason it assigns to the captain the chief part in sending the vessel to sea. The incident will of course form the subject of a court of inquiry, and we shall then know who is really responsible. In the meanwhile all this excitement seems premature.

A Denial of China-Japan Alliance from America.

On August 25th, according to the *Japan Gazette*, Mr. D. W. Stevens, Chancellor of the Japanese Legation at Washington, addressed a letter to the *Sun*, denying in positive terms the story of an alleged alliance between Japan and China that led to the protest from Russia. He says in part: "It may be stated in the most positive manner that no such alliance exists between Japan and China. It follows in all probability that there was any occasion for a protest upon the subject. The errand of the commission which recently went from Shanghai to Japan was in reality, as well as ostensibly, of a purely commercial character, in fact, it is something of a misnomer to term the persons who composed the commission, because they were not sent by the Chinese Government, were not officially received by the Japanese Government, and exercised no official functions in Japan. At least of all any of a diplomatic nature, and happily the case that of late years the relations of China and Japan have grown more intimate and cordial than they ever were before. Every one will acknowledge that Japan has a legitimate interest in the commercial and industrial status of China. There is but little to choose between her position and that of the United States, or of Great Britain."

The Fame of the Kobe Coolie.

The Kobe coolie is looming large in the world. The *London Times* described him quite recently, and the *London and China Express* now joins in the conspiracy to give him fame. This is what the *Express* says: "The insolence, capriciousness, and occasional brutality of the Japanese coolie, especially at Kobe, has been a subject of frequent complaint, and calls for sharp reprobation at the hands of magistrates and police, lest worse ensue. No doubt the war with China affected the Japanese more profoundly than people in this country perceived. When men sufficiently educated to write articles could be found to discuss the prospect of Japan conquering the world, we need not be surprised if a Kobe coolie could mislead ideas. 'Always willing to find an excuse,' the *Times* correspondent suggests that the wide-spreadness of the misadventures of the average foreigner may have been a factor in the problem. But that is an explanation which fails to cover the ground. It might account for a new-born refusal on the part of individual coolies to submit to improper treatment previously endured; but it would not account for displays of unprovoked savagery against unoffending foreigners, sometimes

ladies, unless on the supposition of innate blackguardism previously suppressed or veneered. That there is 'a class of foreigners who imagine that everything Oriental belongs to an inferior order of creation and should be treated accordingly' is unfortunately beyond dispute. We cordially join in impressing upon such that the utterances of the Japanese rulers have a converse side.

LATE PHILIPPINE REPORTS.

Two extended reports of the Philippine situation have recently been published. One relates to the necessities of the military situation and its requirements. That situation arises in the practically unanimous devotion of the people to the cause represented by Aguinaldo. It is announced that in order to bring the people to their senses a strict coast and inland blockade has been found necessary to cut off food supplies and to force submission to the non-military supporters of the Aguinaldo Government. Spain always found this policy necessary in dealing with her disobedient subjects in the Philippines and in Cuba. Weyler applied it with a strictness and severity which decimated the population, but even then it did not succeed. The resources of Spain and her power to make such a policy successful did not equal ours, and there is no doubt that we can, not only continue to prevent as we have in the field operations against those people, but that we can strike them far more fairly and effectively by starvation. They are a dense population. They are apparently united and will fight as long as they can. They have a deadly climate as their ally. When we use starvation as ours, we have the odds by reason of our superior strength and inexhaustible military resources. The island of Cuba has only a million and a half of people and it was estimated that Weyler had disabled more than half of them by starvation and had by that means destroyed the lives of a quarter of a million. That we can do better than this in the Philippines is the well-settled opinion of our military authorities, as shown by the dispatches referred to.

The other report is on a subject collateral to the foregoing. It is to the effect that members of the Peace Commission held elections for Mayor in several cities on Luzon. Under their authority the people of San Pedro Macate, Baling, Imus and some other cities elected Mayors, who took charge of the municipal governments and their revenues. In every case it was found that the voters had chosen active sympathizers with Aguinaldo, who at once proceeded to use their power and resources in his interest. To stop this they all had to be removed by our military authorities and put in jail in Manila. It is said their trial for treason will follow and we suppose they will be shot, as an admonition to their successors. These events show the deep seated support of Aguinaldo by those people. The cities named are within our lines, where no threats nor terrorism by Aguinaldo could reach them. They were sure of our military protection against him and yet they proved to be as thoroughly subject to his influence and in sympathy with his purposes as if they were within his lines and accessible by his vengeance. The devastation of their fields and the effective application of the policy of rigid starvation seems to be all that is left to our military authorities to reach their case.

The last dispatch commenting on this says that these occurrences have ended all ideas of leniency among the Americans. Their patience has evaporated as Weyler's did, and they are fully prepared to put in force the only plan that has ever found effective. The dense population renders this easier than it looks. The food resources of tropical countries are not good. The work in Philippine fields is mostly done by Chinese, and the exclusion order of General Otis, forbidding Chinese to come, is a severe blow in line with the new policy of reducing the population by starvation and using hunger to humble the spirit of the survivors. On the sentimental side of it, the argument is properly made that starvation as a part of our military tactics cannot increase our unpopularity among the people. They are practically unanimous against us now, and their sentiments cannot be changed by anything we do or leave undone. When men of the high scholastic standing held by the members of our Peace Commission conduct elections among them and they persist in electing the candidates who agree with the native aspirations, it is plain that they are insensible to any high appreciation of the purpose for which they are permitted to vote at all.—S. F. Call.

WILL RUSSIA SHUT OUT ALL FOREIGN SHIPPING.

A SENSATIONAL ANNOUNCEMENT.

A writer in the *Fortnightly* signing himself "S," gives his second instalment on Russia's great naval enterprise, the connection by canal of the Baltic and Black Sea. He declares the ideal of Russian policy "involves the exclusion of foreign competition." He observes in an aside, "Did the United Powers adopt a policy similar to that of Russia, we should soon hear suggestions from St. Petersburg for a Free Trade Conference at the Hague." Among Russia's "preliminary measures" the writer mentions the new law restricting the right of trade between Russian ports to Russian vessels, and to secure the local carrying trade, the guarantee of the Russian Government to refund all dues levied on Russian vessels passing the Suez Canal to or from the Far East, and the abnormal duties placed on imported goods. Russia is beginning to close her ports to foreign shipping, we are told. Sevastopol will be closed to shipping on the 1st of next September. The remarkable progress made in the last few years has been arrested, and trade annihilated by a single edict, against which there is no appeal. Russia prefers to have her naval and commercial ports on the mainland; where she has the country behind her; such is the suggestion. The writer advances this categorical statement:—

Now a decree has been issued, but not yet officially published, by which the principal ports in the Black Sea, the Baltic, and the Far East, are to be permanently closed to foreign vessels in 1901.

For some time past there have been rumours to this effect, but I am able to state, on reliable authority, that this measure has been decided on. With the exception of Nicolayev on the Black Sea, of Danilovsk and Gromastad in the Baltic, and Vladivostok in the Far East. I am not able to name these ports, though the decree includes others which are wholly commercial. It is for this reason that large sums of money have been voted to dig out two harbours, which are practically to be dug out to accommodate foreign shipping on the Baltic and on the coast of the Crimea. By closing her ports Russia has two definite objects in view: if trade follows the course taken by foreign shipping, foreign enterprise will soon create a flourishing centre of commerce, and Russia has great need of them; if the old-established centres continue to receive foreign trade, which is not unlikely with traffic militating in their favour, she will secure the carrying trade. If this law be permitted to come into operation it will be nothing less than a calamity for Europe, but on this head I do not propose to enlarge further, than is absolutely necessary to show what a powerful instrument the waterway will be in enabling Russia to carry on her campaign against

foreign shipping. Scattered along the coast, foreign shipping will gradually decrease in proportion as Russia is able to do without it, and the produce of other countries will be excluded in due proportion as Russia augments her own.

MORE MAIL NEWS.

The following are taken from our London exchanges:—

Tea from the States.

AMERICA TO RIVAL CEYLON AS A TEA-GROWING COUNTRY.

NEW YORK, August 22nd. Many experts here believe that America is destined to be one of the great rivals of China and Ceylon in the production of tea.

The experimental tea garden of 50 acres at Summerville, S.C., is declared by the Government experts in charge to be a complete success. The product has all the flavour of the choicer Oriental brands.

It was feared that the labour problem would prove fatal to the success of the plantation, but negro children have now been trained into successful tea-pickers.

Coming Seamen's Strike.

MEN REFUSING TO "SIGN ON" BELIEVING THEIR DEMANDS WILL BE MET.

According to the Central News Liverpool correspondent when seamen and firemen were yesterday asked to sign for service on several lines they refused, in view of the strike on Monday next.

Monday is the day on which the men sign for the White Star liners, but as the new steamer *Oceanic* sails next Wednesday the owners sought to engage men at once, and before the strike took effect.

The latter refused in a body to sign. The Dominion liner *Cambrian* and the Cunarder *Sylvania* were also unable to get crews.

The men are sanguine that their demands will be conceded.

The Milan Trial.

JUDGES ORDERED TO PRONOUNCE THE SEVEREST PENALTY.

PARIS, Thursday. A special dispatch from Belgrade says that King Alexander has ordered the three judges according to the Court-martial to pronounce the severest penalty possible against the persons accused of attempting to assassinate the ex-King Milan.

The Exchange Telegraph Company states that, according to a telegram from Belgrade, ex-King Milan has disbanded the regiment of which the Prince of Montenegro was honorary colonel. It is reported that ex-King Milan's mother, Queen Natalie, has addressed a long letter to him, asking him not to act foolishly.

New Armour Plate.

SUCCESSFUL TRIALS WITH A SECRET COMPOSITION.

Some important experiments have just been concluded at Shoeburyness with the new armour plate made at the Royal Arsenal, Woolwich. The outer plate is 6 in. thick, and made of the best steel, the backing consisting of 3 in. of a special composition, the nature of which is being kept secret.

These new plates were fired at with a 350 lb. projectile at a distance of 200 yards. When black powder was used the armour plate was, after several shots, found to be practically unharmed, the shot being in some instances reduced to powder by the force of the impact. With cordite it was found that the outer plate could be penetrated three inches, and under certain circumstances, the shot went right through; but the severest tests failed to crack the plate. In naval warfare a hole made by a shot below the water-line can always be plugged up, but cracked and split armour-plates necessitate dry docking and new plates.

When two shots were fired simultaneously, hitting the plate two feet apart, there was still no sign of fracture.

Judge French Fined.

FOR BATHING AT FELIXSTOWE WITH INSUFFICIENT COVERING.

At Woodbridge Petty Sessions recently Judge French, of the Bow and Shoreditch County Court, was charged with bathing off the sea beach at Felixstowe without sufficient dress.

The evidence showed that on Sunday afternoon defendant went into the water in view of the visitors with very slight covering. The chairman of the District Council remonstrated with him, and asked for defendant's name and address. This was refused, but subsequently the necessary information was obtained, and a summons issued.

The defendant did not appear, but sent a letter expressing regret.

He was fined 40s. and costs, or seven days.

"Shamrock's" Challenge.

REGARDED AS HUGE ADVERTISEMENT FOR SIR THOMAS LIPTON.

NEW YORK, Wednesday. Sir Thomas Lipton's *Shamrock*, now lying at Tomkinsville, looks decidedly handsome, having been newly painted. She had her racing rig adjusted to-day. She is not so graceful, however, as *Columbia*.

The experts have been allowed information as to her depth.

The trial spins will probably be postponed till Sir Thomas Lipton arrived on Saturday. Every available water craft has been chartered for the race.

The Government authorities have promised to insure an unhampered course.

Mr. Barrie, Sir T. Lipton's representative, says Sir Thomas prefers to win not all but only two events.

An amusing feature of the contest is the insistent belief among many here that Sir Thomas Lipton is merely engaging in a huge advertising scheme.

According to a weekly periodical has offered \$20,000 to have its name adopted as the name of the yacht instead of *Shamrock*.

New York Chicago merchants are making overtures to have their soaps and infants' food painted on the sails.

Soudan Rebels Routed.

MAHDI'S TWO SONS AMONGST THE KILLED.

The following telegram giving particulars of renewed fighting in the Soudan has been received at the Foreign Office from Sir J. R. Rodd, secretary of Lord Cromer:

"Sirdar reports that Mahdist insurgents on the Blue Nile, instigated by the Khalifa Mohamed Usher, and two sons of the Mahdi, allowed to live under supervision at the village of Shukaba."

In consequence of news received of communications with Mahdi Usher, Arabs Capt. Smyth on the 27th determined to arrest Usher, and surrounded Shukaba with troops.

They were met with a warm fire, and charged by Dervishes. Mohamed Usher and Mahdi's two sons were killed. Village was burned and 35 prisoners taken.

Troops behaved admirably, one officer and two men being wounded."

A Queer Parcel.

CHILD SENT FROM LONDON TO CARDIFF WITH A LABEL ATTACHED.

The inquiry: the railway officials at the Great Western Railway station, Cardiff, was

taxed on Tuesday night as to what to do with a queer parcel that had arrived by the London train.

The parcel was a little girl of six, and—rather, she—was labelled, "Child of Mrs. Mealing, at Cardiff station; if not there, please keep her in the waiting-room."

There was no one on the platform or in the waiting-room to receive the mite—whose pretty looks gained for her the name of "Lilly" from the police and police.

Being so young, says a *Western Mail* representative who saw the waif, she was able to give but a slight and fragmentary account of herself and history. So far as could be ascertained, her father is a carpenter or mason (he "works with wood and stones"), and she had been living in London with her auntie, Mrs. Sarjeant.

She had one sister, Florrie, but there—she was "only a baby," and was "over in Wales" "with mammy." Almost in the same breath she said "mammy" was in Bath, and that city was so deeply impressed upon the child's mind that there must be something in it. Anyway, it afforded a clue.

During the afternoon the little girl was removed to the union workhouse, and later in the day a telegram was received from the police at Farnedale stating that the parents of the child were living at 65, Duffryn-st., in that town.

In all probability "Lilly" has by this time been restored to her anxious parents.

Shipping.

The statistical summary of vessels totally lost, condemned, etc., just published by Lloyd's Register, shows that during 1898 the gross reduction in the effective mercantile marine of the world amounted to 1,141 vessels, of 820,725 tons, excluding vessels of less than 100 tons. Of this total 322 vessels, of 463,241 tons, were steamers, and 819, of 357,484 tons, sailing vessels. As regards steamers the present return exceeds the average of the preceding seven years by 56 vessels and 135,257 tons; with respect to sailing vessels it is below the average by 21 vessels and 28,551 tons. Similarly the figures relating to steam tonnage owned in the United Kingdom are above the average, while those relating to sailing vessels are below. The excess in the case of steamers follows on the great increase during recent years in the amount of steam tonnage afloat, and is partly attributable also to the amount of tonnage broken up, condemned, etc. Apart from cases which come within this latter category, the United Kingdom steam tonnage lost during 1898 exceeds the average of the preceding seven years by about 23,000 tons, while the tonnage owned has increased since 1891 by nearly 24 million tons. The summary shows that stranding and kindred casualties which are comprised under the term "wrecked" are much the most prolific causes of disaster, accounting for 42 per cent. of the losses of steamers and 47 per cent. of the losses of sailing vessels. The next most frequent termination of a vessel's career is by condemnation, dismantling, etc.; about 20 per cent. of the vessels removed from the merchant fleets of the world are accounted for in this manner.

Of the remaining causes of loss, collision is the most general for steamers (15 per cent.), and abandonment at sea for sailing vessels (10 per cent.). Great as the absolute annual loss of vessels belonging to the United Kingdom appears to be (217 vessels, of 280,932 tons), it is seen to form a very moderate percentage of the mercantile marine of the country (2.40 per cent. of vessels owned and 2.23 per cent. of tonnage owned), and to compare favourably with the losses sustained by other leading maritime countries. The merchant navies which exceed a total of 1,000,000 tons are those of the United Kingdom, the British colonies, the United States, France, Germany, and Norway. Of these countries the United Kingdom shows the smallest percentage of loss, viz. 2.4 per cent. of the vessels owned, and Norway is the highest with 7.36 per cent. As regards steamers, while the percentage for the United Kingdom stands at 2.05, the average of the percentages of loss for the other five countries is 2.58. For sailing vessels the other five countries show an average percentage of 7.24 as compared with 3.45 per cent. for the United Kingdom.

The Iron Market.

American advices now report the iron markets to be in a state of positive excitement. The output of pigs has been further increased, and there are 244 furnaces in blast as compared with 237 at the beginning of July, and with 200 at the beginning of January. The weekly capacity of the 244 furnaces is computed at 267,672 tons, which does not seem a very great increase if, as reported, 237 furnaces in July were turning out at the rate of 263,363 tons per week. Even at this rate, if preserved up to the end of the year, the promised 14 million tons will not be forthcoming. Meanwhile the stocks at works have run down to 12,028 tons, as compared with 427,081 tons on 1st March last, and there is practically nothing available in the Warrent stores. The price of Bessemer pigs has been advanced to 82½ pence per ton at Pittsburgh, a price which may be compared with that of Cumberland Warrants, say 72s. 6d. The Carnegie Trust, and others, have just put up 100 tons and orders for rails, it is said, cannot be accepted for delivery until twelve months. A contract for 6,000 tons of steel rails for Japan has been secured by an English firm at 25 pence per ton under the lowest American tenders.

Output of Petroleum.

The Scotch mineral oil trade is now in a more prosperous condition than for a long time past. Higher prices are being obtained for all the products, but higher wages are having to be paid, and wages and coal are the chief items in the cost of production in the oil-works. The Scotch oil trade is a pigmy compared with the American and Russian petroleum industries, but it is not inconsiderable for all that. Apropos, I see an American newspaper has just been calculating that 5,000,000,000 gallons of petroleum are now produced annually in the world—and I am not disposed to question the approximate correctness of the calculation. The allocation of output would seem to be thus:—United States 2,500,000,000 gallons, Russia 2,250,000,000 gallons, Austria 87,000,000 gallons, Sumatra 72,000,000 gallons, Java 30,000,000 gallons, Canada 29,000,000 gallons, Roumania 2,000,000 gallons, India 15,000,000 gallons, Japan 8,000,000 gallons, Germany 7,000,000 gallons, Peru 3,000,000 gallons, Italy 1,000,000 gallons. This estimate, it will be seen, does not include the Scotch output of paraffin oil, American and Russia are nearly equal as to crude oil, but America turns far more of it to account for illuminating, the exports of burning oil last year being 9,999,973 gallons, or nearly three times the quantity of burning oil of the United States for mineral oil is the United Kingdom 212,265,563 gallons; next, Germany 155,223,222 gallons, then Japan 53,328,115 gallons, China 44,923,552 gallons, Brazil 20,561,084 gallons, Australasia 20,493,398 gallons, and France 12,853,631 gallons. All other European countries took 200,431,316 gallons last year.

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship:

"HAITAN,"

Captain Roach, will be despatched for the above ports, TO-MORROW, the 3rd instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAIRDAIK & Co., General Managers.

Hongkong, 2nd October, 1899. [1243u]

FOR MANILA.

(Taking Cargo at through Rates for 11.0.0.)

THE Steamship:

"SALVADORA,"

Captain Gitesolo, will be despatched as above on WEDNESDAY, the 4th October, at Noon.

For Freight or Passage, apply to BRANDAO & Co., Agents.

Hongkong, 30th September, 1899. [1248a]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship:

"YUENSANG,"

Captain P. H. Rolfe, R.N.R., will be despatched as above on WEDNESDAY, the 4th October, at 4 P.M.

This Steamer has Superior Accommodation for First Class Passengers.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 30th September, 1899. [1244a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship:

"NANCHANG,"

Captain Finlayson, will be despatched as above on THURSDAY, the 5th October.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 26th September, 1899. [1229a]

"BEN" LINE OF STEAMERS.

FOR NAGASAKI, KOBE & YOKOHAMA.

THE Steamship:

"BENLARG,"

Captain Kroble, will be despatched as above on SATURDAY, the 7th October.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 28th September, 1899. [1235a]

SHEWAN TOMES & CO.'S "NEW YORK" LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE New Steamship:

"PING SUEY,"

Captain C. de La Perelle, will be despatched for the above Port, on SATURDAY, the 7th October.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 30th September, 1899. [1020a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship:

"CALCHAS,"

Captain Gregory, will be despatched as above on TUESDAY, the 17th October.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 25th September, 1899. [1216a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship:

"ORESTES,"

Captain Fulford, will be despatched on TUESDAY, the 31st October.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 25th September, 1899. [1221a]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship:

"ARGVLL,"

will be despatched for the above port and will be followed by S.S. "JOHN SANDERSON" At intervals S.S. "AFGHANISTAN" of 2 weeks.

For Freight, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 7th September, 1899. [641a]

Intimations.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.
Sole Agents in the East for the amalgamated
CLEMENT, HUMBER and GLADIATOR Co., Ltd.,
DUNLOP TYRE'S BICYCLES—PRICE, \$160.
A special reliable Watch made for this Climate.
Quality A.....\$16
Quality B.....\$12
40, QUEEN'S ROAD,
Watson's Building.

ALL KINDS OF
PROVISIONS, CUTLERY, BRUSHES, BROOMS,
VINOLIA SOAPS AND SCENTS,
FANCY GOODS, TOBACCOS
AND CIGARETTES.

THE MUTUAL STORES
(SUB AGENTS LIPTON LIMITED)
57 & 59, QUEEN'S ROAD CENTRAL.

CHEAPEST HOUSE IN THE COLONY.
Hongkong, 5th September, 1899.

DUMINY & CO.

EXTRA DRY

Carte D'Or
800
Carte
Blanche
Sillery
Bent 800
Chateau du
Charmilles

M. OPPENHEIMER & Co., Paris.

MITSUI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office—TOKIO.

Branch Offices—

LONDON, NEW YORK, BOMBAY,

SINGAPORE, SHANGHAI, TIENTSIN,

NEWCHANG and all Ports in JAPAN.

Agents—

Mitsui Coal Mines.

Kokoku Coal Mines.

Yoshinotani Coal Mines.

Ohnoura Coal Mines.

No. 1, Ohtsuki Coal Mines.

Ichimura Coal Mines.

Kishima Coal Mines.

Yoshino Coal Mines.

Manoura Coal Mines.

The Osaka Shosen Kaisha, Ltd.

Tokio Marine Insurance Co., Limited.

Meiji Fire Insurance Co., Limited.

Kaneiguchi Cotton Spinning Mills.

Shanghai Cotton Spinning Mills.

Tokio Cotton Spinning Mills.

Milke Cotton Spinning Mills.

Imperial Government Paper Mills.

Onoda Cement Company.

MITSUI BUSSAN KAISHA,
K. HASEGAWA,
Manager.

Hongkong, 19th August, 1899.

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN
Ice-House Road.

IS now in a position, in his New and Com-

modious Premises, to eclipse, as heretofore,

ALL PHOTOGRAPHIC ART PRACTISED

in the Colony or in any part of the Far East.

GROUPS AND VIEWS

a specialty.

Hongkong, 22nd September 1898.

[45]

The Share Market.

LATEST QUOTATIONS.

(October and.)

Banks.
Hongkong and Shanghai Banking Corporation
—346 per cent. prem.
The Bank of China & Japan, Ltd.—(Preference)
nominal.
The Bank of China & Japan, Ltd.—(Ordinary)
—45 buyers.
The Bank of China & Japan, Ltd.—(Deferred)
—45 buyers.
National Bank of China, Ltd.—\$261.
Do. —\$261.
Do. —\$261.

Marine Insurance.
Union Insurance Society of Canton, Ltd.—\$260.
China Traders' Insurance Co., Limited—\$65.
North China Insurance Co., Ltd.—Tls. 200.
Yantai Insurance Assoc., Ltd.—\$122.
Canton Insurance Office, Ltd.—\$147.
Straits Insurance Co., Ltd.—\$5.

Fire Insurance.
Hongkong Fire Ins. Co., Ltd.—\$335.
China Fire Ins. Co., Ltd.—\$88.

Shipping.
Hongkong, Canton, & Macao Steamboat Co.,
Limited—\$30.
Indo-China Steam Navigation Company, Ltd.
—\$72.
China & Manila S.S. Co., Ltd.—\$90.
Douglas Steamship Co., Ltd.—\$49.
China Mutual S. N. Co., Ltd.—(Preference)—
\$9.10 buyers.
China Mutual S. N. Co., Ltd.—(Ordinary)—
\$9.10 buyers.
China Mutual S. N. Co., Ltd.—(Ordinary)—\$3
buyers.
Star Ferry Co., Ltd.—\$194.

Refineries.
China Sugar Refining Co., Ltd.—\$147.
Luzon Sugar Refining Co., Ltd.—\$54.

Mining.
Punjom Mining Co., Ltd.—\$8.90.
Do. —Preference Shares—\$2.
Société Française des Charbonnages du Ton-
kin—\$245.

Queen Mines, Limited—\$245.
Jelebu Mining and Trading Co., Ltd.—\$154.
Raub Alluvial Gold Mining Co., Ltd.—\$641.
Olivers Freehold Mines, Ltd.—(A) \$12.
Olivers Freehold Mines, Ltd.—(B) \$7.70.
Great Eastern and Caledonian Gold Mining
Co., Ltd.—\$2.

Docks, Wharves and Godowns.
Hongkong & Whampoa Dock Co., Ltd.—\$30.
Hongkong and Kowloon Wharf and Godown
Company, Limited—\$97.
Wanchai Warehouse and Storage Co., Ltd.—\$45.
New Amoy Dock Co., Ltd.—\$18.

Lands, Hotels and Buildings.
China Provident Loan and Mortgage Co., Ltd.
—\$9.50.
Hongkong Land Investment and Agency Co.,
Ltd.—\$1134.

Kowloon Land and Building Co., Ltd.—\$28.
West Point Building Co., Ltd.—\$34.
Hongkong Hotel Co., Ltd.—\$130.
Humphrey's Estate and Finance Co., Ltd.—
\$104.

Miscellaneous.
Green Island Cement Co., Ltd.—\$284.
China-Borneo Co., Limited—103.
A. S. Watson & Co., Limited—\$16.75.
Hongkong Electric Co., Limited—\$13.
Hongkong and China Gas Co., Ltd.—\$130.
Hongkong Rope Manufacturing Co., Ltd.—\$190.
Geo. Fenwick & Co., Ltd.—\$424.
Hongkong Ice Co., Ltd.—\$130.
Hongkong High-Level Tramways Co., Ltd.—
\$1474.

Dairy Farm Co., Limited—\$6.
Hongkong & China Bakery Co., Ltd.—\$25.
Campbell, Moore & Co., Ltd.—\$15.
Bell's Asbestos Eastern Agency, Limited—\$1
nominal.
Bell's Asbestos Eastern Agency, Ltd.—\$5.
Carmichael & Co., Limited—\$8.
Hongkong Cotton Spinning, Weaving and
Dyeing Co., Ltd.—\$23.
Ewo Cotton Spinning & W. Co., Ltd.—Tls. 68.
International Cotton Mfg. Co., Ltd.—Tls. 73.
Lao-tung-mow Cotton Spinning & Weaving
Co., Ltd.—Tls. 77.
Soo Chee Cotton Spinning Co., Ltd.—Tls. 350.
Yahloong Cotton Spinning Co., Ltd.—Tls. 55.
Tebrau Planting Co., Ltd.—\$4 per share.
Tebrau Planting Co., Ltd.—\$5.
BENJAMIN, KELLY & POTTS (Share Brokers.)
Telegraph Address—"Rialto."

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Miss Lucker

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Mr. H. U. Jeffries
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GRADIEBURN.
Rt. Rev. Bishop Durdon Mr. Hugo Silvestri
Rev. F. Flynn, R.M. The Government Civil
Mrs. Horde Hospital Sisters
Hon. and Mrs. R. D. Ormsby
Miss Ormsby Mr. and Mrs. W. E.
Mr. A. I. Richardson Turner
Mrs. Percy Rolfe and Miss Underwood
son Consul Volpicelli
Capt. C. B. Simmonds, Madame Volpicelli
R.A.

OPIMUM QUOTATIONS.

Hongkong, 2nd October.

New Patna.....867½ per chest.
New Benares.....874
New Malwa.....750/770 per picul.
Old Malwa.....780/840
Persian, paid.....670/750

VESSELS IN PORT.

Steamers.

AIRLIE, British steamer, 2,500, W. Clyma,
28th Sept.—Kobe, Sept., and Poochow
29th Sept.—General—Gibb, Livingston & Co.
AMARA, British steamer, 1,705, C. J. Mattock,
30th Sept.—Samarang 20th Sept., Sugar
—Jardine, Matheson & Co.
ANDALUSIA, German steamer, 7,000, Schom-
feldt; 29th Sept.—Singapore 22nd Sept.
General—Harting, Buchmann & Menzell.
BISAGNO, Italian steamer, 1,500, D. Maganzini
Dante, 26th Sept.—Bombay 9th Sept.,
and Singapore 20th, General—Carlowitz
& Co.
CHINA, American steamer, 3,187, W. B.
Scabury, 21st Sept.—Sept., Francisco 23th
Aug., and Shanghai 18th Sept., Mails and
General—P. M. S. S. Co.
DORIC, American steamer, 2,691, Harry Smith,
R.N.R., 30th Sept.—San Francisco 2nd
Sept., Honolulu 6th, Yokohama 22nd,
Kobe 23rd, Nagasaki 25th, and Shanghai
28th, Mails and General—O. & O. S. S.
Co.
EQUATORIA, Belgian steamer, 1,200, Ch. Daly,
25th Sept.—Saigon 23rd Sept., Rice and
Flour—Order.
FAUSANG, British steamer, 1,440, T. A. Mitchell,
29th Sept.—Saigon 24th Sept., Rice—
Jardine, Matheson & Co.
HAITAN, British steamer, 1,183, J. S. Ronch,
30th Sept.—Poochow 26th Sept., Amoy
28th, and Swatow 29th, General—
Douglas, Lapraik & Co.
HUE, French steamer, 704, P. Merlees, 28th
Sept.—Haiphong and Hoihow 27th Sept.,
General—A. R. Marty.
INDEPENDENT, German steamer, 850 A. Hantz,
28th Sept.—Sumbaya 13th Sept., Sugar
and Nutt—Sander, Vieler & Co.
LEGATZ, Spanish steamer, 561, Antonio
Tribar, 4th Sept.—Manila 1st Sept., General—
Order.
MONMOUTHSHIRE, British steamer, 2,874, W. A.
Evans, 30th Sept.—Portland; Oregon
1st Sept., General—Doddwell & Co.
NANSHAN, American steamer, 1,344, Stovell,
26th Sept.—Manila 22nd Sept.
PROGRESS, German steamer, 687, P. Brandt,
28th Sept.—Touzon 25th Sept., General—
Chines.
QUARTZ, German steamer, 1,145, H. Johannsen,
27th Sept.—Saigon 23rd Sept., Rice—
Sander, Vieler & Co.
SALAHADJI, Danish steamer, 1,235, C. Anema,
25th Sept.—Moj 20th Sept., Coal—Meyer
& Co.
SUEVIA, German steamer, 4,129, Förlck, 14th
Sept.—Swatow 13th Sept., General—
Siemssen & Co.
TAIWAN, British steamer, 1,459, R. Nelson,
3rd Sept.—Melbourne 22nd July, Sydney
29th, Brisbane 1st Aug., Townsville 4th,
Cooktown 6th, Thursday Island 13th, Port
Darwin 17th, and Manila 31st, General—
Butterfield & Swire.
WEEFIELD, British steamer, 2,088, G. Cartmer,
29th Sept.—Manila 22nd Sept., Ballast—
Order.
YUENSANG, British steamer, 1,128, P. H. Rolfe,
R.N.R., 30th Sept.—Manila 30th Sept.,
Hemp and Tobacco—Jardine, Matheson
& Co.

Sailing Vessels.

CHALLENGER, American ship, 142, Gould, 12th
Sept.—Manila 2nd Sept., Ballast—Am-
hold, Korbeg & Co.
ETHA, RICKMEYER, German ship, 1,754, Joh.
Bencke, 22nd Sept.—Cardiff 13th May,
Coal—Arnhold, Korbeg & Co.
GOVERNOR ROBE, American ship, 1,627,
Nichols, 21st Aug.—New York 5th May,
Kerosine Oil—Standard Oil Co.
JOSEPHUS, American ship, 1,547, P. Gilkey,
30th Aug.—New York 25th April, Cuse
Oil—Standard Oil Co.
MAY LINT, American ship, 3,576, R. Banfield,
30th Sept.—New York 24th April, Cuse
Oil—Standard Oil Co.
RETRIEVER, British schooner, 96, Parker, 8th
Sept.—Honolulu 16th July, Ballast—
Order.
SIMLA, British 4-masted bark, 2,087, Huestis,
25th Aug.—Cebu and Philippine Islands
22nd Aug., Ballast—Order.
ST. DAVID, American ship, 1,400, Lyons, 16th
Aug.—San Francisco 3rd June, Flour—
Order.
ST. JAMES, American bark, 1,453, R. M. Tapley,
30th Sept.—Manila 13th Sept., Ballast—
Refitter, Bruckelmann & Co.
VALKYRIEN, British bark, 498, J. R. Hall, 23rd
Sept.—Rajang, Borneo, 3rd September,
Timber—Order.
WARATAH, British schooner, 25, Haynes, 23rd
Sept.—Takow 15th Sept., Ballast—Mr. F.
W. Hall.

HER BRITANNIA MAJESTY'S SHIPS
ON THE CHINA STATION.

Hongkong, 2nd October, 1899.

Alacrity, despatch vessel, 1,700 tons, 10 6-pd.
g. guns, 3,000 h.p., Commander A. H.
Smith-Dorrien, cruising.
Argentine, sloop, 1,050 tons, 6 guns, 1,700 h.p.,
Comdr. E. J. W. Hyde, Fochow.
Aurora, British cruiser, 5,000 tons, Capt. E. H.
Baker, cruising.
Bedford, 11th class battleship, 13,000 tons, 14
guns, 13,161 h.p., Captain Hon. S. C. J.
Colville, C.R., cruising.

Bona Ventura, 2nd class cruiser, 4,360 tons, 18
guns, 9,000 h.p., Capt. R. H. J. Mont-
gomery, O.B., R.N., Hongkong.
Brisk, British cruiser, 1,770 tons, 6 guns, 5,600
h.p., Capt. Wrey, cruising.
Centurion, 1st class battleship, 10,900 tons, 14
guns, 13,000 h.p., Captain R. J. Jellicoe,
cruising.
Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p.,
Comdr. C. W. W. Ingram, cruising.
Esk, coast defence gunboat, 363 tons, 3 guns,
1,200 h.p., Lieut.-Comdr. C. Chadwick,
Shanghai.
Fame, twin screw, torpedo-boat destroyer, 402
tons, 5,400 h.p., Lieut.-Com. R. Keyes,
cruising.
Firebrand, 3rd class gunboat, 455 tons, 4 guns,
3,600 h.p., Hongkong.
Handy, twin screw, torpedo-boat destroyer, 260
tons, 6 guns, 4,000 h.p., Hongkong.
Hart, twin screw, torpedo-boat destroyer, 260
tons, 6 guns, 4,000 h.p., Hongkong.
Hermione, 2nd class cruiser, 4,360 tons, 9,000
h.p., 18 guns, Capt. G. Callaghan, cruising.
Humber, storeship, 1,640 tons, 800 h.p., Com.
H. J. Davison, Hongkong.
Iphigenia, 2nd class cruiser, 3,600 tons, 8
guns, 7,000 h.p., Capt. H. N. Dudding,
cruising.
Linnets, gun-vessel, 756 tons, 2 heavy guns, 4
6-pounders, 870 h.p., Commander W. W.
Smythe, cruising.
Orlando, British cruiser, 5,600 tons, Capt. J.
Baker, Japan.
Peacock, 1st class gunboat, 755 tons, 6 guns,
1,200 h.p., Lieut.-Comdr. P. S. St. John,
Manila.
Pigmy, 1st class gunboat, 755 tons, 6 guns,
1,200 h.p., Lieut.-Comdr. J. F. E. Green,
Shanghai.
Plover, 1st class gunboat, 755 tons, 6 guns,
1,200 h.p., Lieut.-Comdr. S. V. V. De M.
Cowper, Fochow.
Powerful, 1st class cruiser, 1,200 tons, 25,000
h.p., Hon. H. Lambton, Singapore.
Rattlesnake, 1st class gunboat, 715 tons, 6 guns,
1,200 h.p., Lieut.-Com. The Hon. G. A.
Hardinge, Fochow.
Swift, gun-vessel, 756 tons, 2 heavy guns, 4
6-pounders, 870 h.p., Fochow.
Tamar, receiving ship, 4,600 tons, Comdr.
Powell, Hongkong.
Tweed, coast defence gunboat, 363 tons, 3
guns, 200 h.p., Hongkong.
Undaunted, 1st class cruiser, 5,600 tons, 12
guns, 8,500 h.p., Capt. A. C. Clarke,
Hongkong.
Victoria, British battleship, 14,900 tons, 32
guns, 12,000 h.p., Captain A. Schomberg,
cruising.
Waterwitch, surveying vessel, 620 tons, Com-
mander W. P. Dawson, Chusan.
Whiting, twin screw, torpedo-boat destroyer,
320 tons, 6,000 h.p., Lieut.-Comdr. E.
Kelly, cruising.
Wivern, coast defence ship, 2,750 tons, 4 guns,
1,000 h.p., Hongkong.
Torpedo-boats in Reserve Nos. 8 and 20, 35,
36, 37 and 38, first-class; and 3 second-class
boats.

Miscellaneous.

Etna, Italian cruiser, 3,530 tons, Capt. G.
Giordani, Shanghai.
Kaiserin Elisabeth, Austrian cruiser, 4,064
tons, 9,000 h.p., Capt. Julian, Shanghai.
Liberal, Portuguese gunboat, 588 tons, Comdr.
Cunha, Macao.
Stromboli, Italian cruiser, 3,359 tons, Captain
Cantantini, Shanghai.

FOREIGN MEN-OF-WAR ON THE CHINA
AND JAPAN STATION.

The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser,
3,200 tons, twin screw, 35 guns, 9,500 h.p.,
Capt. Molais, at Port Arthur.
Albatross, Russian gunboat, 810 tons, 8 guns, 760
h.p., Captain Eliskis, at Vladivostok.
Bobr, Russian gun-vessel, twin screw, 950 tons,
13 guns, 1,150 h.p., Captain Boisman, at
Nagasaki.
Dimitri Donsky, Russian armoured cruiser,
5,893 tons, twin screw, 36 guns, 7,000 h.p.,
Capt. Witthoff, at Vladivostok.
Gaidamak, Russian gunboat, 400 tons, twin
screw, 15 guns, 3,500 h.p., Capt. Serereb-
nikoff, at Vladivostok.
Granitskiy, Russian armoured cruiser, 1,492
tons, twin screw, 12 guns, 2,000 h.p., Capt.
Bouboeff, at Port Arthur.
Koreyets, Russian cruiser, 1,200 tons, 9 guns,
2,150 h.p., Capt. Sererebnikoff, at Port
Arthur.
Kryazev, Russian cruiser, 1,300 tons, 18 guns,
1,800 h.p., Capt. Zvinsky, at Singapore.
Mandaryn, Russian cruiser, 1,213 tons, twin
screw, 14 guns, 1,500 h.p., Capt. Kachaloff,
at Vladivostok.
Navarin, Russian battleship, 10,000 tons, 10
guns, 9,000 h.p., Captain Teniche, at
Vladivostok.
Naryednik, Russian cruiser, 1,334 tons, 14 guns,
1,800 h.p., Capt. Zarine, at Port Arthur.
Otyazy, Russian armoured cruiser, 1,490 tons,
twin screw, 12 guns, 2,000 h.p., Captain
Copriano, at Nagasaki.
Pamiat Azova, Russian cruiser, 6,000 tons, 36
guns, 8,000 h.p., Captain Virens, at
Vladivostok.
Rostia, Russian armoured cruiser, 12,200 tons,
Capt. Domojan, at Port Arthur.
Rurik, Russian battleship, 10,940 tons, armoured
twin screw cruiser, 1st class, 44 guns,
13,500 h.p., Capt. Group, at Port Arthur.
Silafit, Russian gunboat, 4 guns, 1,200 h.p.,
Capt. Barronoff, at Vladivostok.
Sisat Veliky, Russian battleship, 10,000 tons,
10 guns, 8,500 h.p., Capt. C. Paranyan,
at Port Arthur.
Stovoda, Russian gunboat, 950 tons, twin
screw, 13 guns, 1,200 h.p., Capt. Astromoff,
at Port Arthur.
Vladimir Monakh, Russian cruiser, 6,000
tons, Prince Ouchtomsky, at Port Arthur.
Vostok, Russian torpedo gunboat, 4 guns, 650
h.p., Com. Molchousky, at Vladivostok.
Vladik, Russian torpedo boat, 400 tons, 18
guns, twin screw, 3,500 h.p., Capt. Rogulf,
at Vladivostok.
Yakov, Russian gunboat, 16 guns, 890 h.p., at
Vladivostok.
Zabika, Russian cruiser, 1,320 tons, 20 guns,
2,000 h.p., Capt. Shkurff, at Port Arhus.

RUSSIAN TORPEDO FLOTILLA.

(SEA GOING).

Borgo, 1st class, Russian torpedo boat, 81 tons,
3 guns, 2 torp tubes, 1,100 h.p., speed 21
knots.
Revol, 1st class, Russian torpedo boat, 66 tons,
3 guns, 2 torp tubes 780 h.p., speed 22 knots.
Suvaborg, 1st class, Russian torpedo boat, 69
tons, 3 guns, 2 torp tubes 780 h.p., speed
22 knots.
(At and 2nd class.)
Forel, Russian torpedo boat, 23 tons, 1 gun,
220 h.p., 16 knots.
Janichichi, Russian torpedo boat, 87 tons, 4
guns, 970 h.p., 19 knots.
Nargen, Russian torpedo boat, 85 tons, 4 guns,
1,200 h.p., 22 knots.
Novoritskiy, Russian torpedo boat, 87 tons, 4
guns, 2,200 h.p., 22 knots.
Podurnitskiy, Russian torpedo boat, 23 tons, 1
gun, 16 knots.
Sisk, Russian torpedo boat, 23 tons, 1 gun, 220
h.p., 16 knots.
Skorpion, Russian torpedo boat, 23 tons, 1 gun,
220 h.p., 16 knots.

Sovichina, Russian torpedo boat, 87 tons, 4 guns,
970 h.p., 19 knots.
Sterlad, Russian torpedo boat, 23 tons, 1 gun,
220 h.p., 16 knots.
Strauss, Russian torpedo boat, 23 tons, 1 gun,
220 h.p., 16 knots.
Sunguri, Russian torpedo boat, 140 tons, 4
guns, 1,800 h.p., 22 knots.
Ussuri, Russian torpedo boat, 140 tons, 4 guns,
1,800 h.p., 22 knots.
* Flagship of Vice-Admiral Alexieff.
* Flagship of Rear-Admiral F. V. Dvossosoff.
* Flagship of Rear-Admiral Reznoff.

THE FRENCH SQUADRON.

Atch, French gunboat, 463 tons, 6 guns, 453
h.p., Captain Journet, at Saigon.
Bayard, French flagship, 5,968 tons, 36 guns,
4,500 h.p., Capt. Joannit, at Yokohama.
Beaumont-Duport, French cruiser, 1,246 tons,
14 guns, 895 h.p., Captain Ternet, at
Cheloo.
Bruis, French cruiser, 4,750 tons, 16 guns,
8,800 h.p., at Saigon.
Comde, French gunboat, 473 tons, 6 guns, 631
h.p., Captain Simon, at Saigon.
Descartes, French protected cruiser, 3,985 tons,
36 guns 631 h.p., Captain Bernard, at
Nagasaki.
Eclairer, French cruiser, 1,668 tons, 15 guns,
2,408 h.p., Capt. Texier, at Along Day.
Forfait, French cruiser, 2,321 tons, 23 guns,
2,761 h.p., Capt. Delort, at Nagasaki.
Inconstant, French cruiser, 891 tons, 8 guns,
890 h.p., Capt. La Seyne, at Chemulpo.
Jean Barre, French cruiser, 4,500 tons, 10 guns,
8,000 h.p., Capt. Aubin, at Fochow.
Lion, French gunboat, 473 tons, 8 guns, 576
h.p., Capt. Amot, at Shanghai.
Pascal, French protected cruiser, 3,985 tons,
36 guns, 9,000 h.p., Capt. de Breizel, at
Manila.
Pluvier, French despatch-boat, 545 tons, 4
guns, 500 h.p., Comdr. Vidal, at Bangkok.
Surprise, French gunboat, 627 tons, 10 guns,
800 h.p., at Saigon.
Triumphante, French armoured cr., 4,700 tons,
24 guns, 2,400 h.p., Capt. B. de Broizel, at
Saigon.
Vauban, French flagship, 6,150, Capt. Boutet
at Haiphong.
Vibre, French gunboat, 463 tons, 6 guns, 441
h.p., Comdr. Constelle, at Bangkok.
* Flagship of Rear-Admiral Gigault de
Bedollier.

THE GERMAN SQUADRON.

Cormoran, German cruiser, 1,640 tons, 14 guns,
2,700 h.p., Comdr. Brunsatti, at Friedrich
Wilhelmshaven.
Gefion, German cruiser, 4,207 tons, 25 guns,
9,000 h.p., Capt. Fehenius, at Amoy.
Deutschland, German cruiser, 7,319 tons, 38
guns, 5,360 h.p., Capt. Plachet, at Seoul.
Irene, German cruiser, 4,400 tons, 22 guns,
8,000 h.p., Capt. Obentimer, at Fochow.
Kaiserin Augusta, German cruiser, 6,000 tons,
12 guns, 12,000 h.p., Captain Gulich, at
Manila.
Kaiser, German flagship, 7,676 tons, 28 guns,
7,800 h.p., Captain Stubenrauch, at Wei-
hai-wei.
Mowag, German surveying vessel, 970 tons,
Captain Korvetten, at Amoy.
Prinzess Wilhelm, German cruiser, 4,400 tons,
22 guns, 8,000 h.p., Captain Truppel, at
Kinchow.
* Flagship of Rear-Admiral von Diederichs.
* Flagship of Prince Henry of Prussia.

THE AMERICAN SQUADRON.

Baltimore, U.S. cruiser, 4,413 tons, 10 guns,
10,004 h.p., Capt. J. M. Forsythe, at Manila.
Bennington